

follow, of course, since the United States and French mails would then be treated as closed mails, and all letters between the two countries, passing through England, would be transmitted at a uniform rate of postage. True, the United States has it in its power in two ways to make the

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Books, pamphlets, and newspapers, weighing over eight, nor periodical over sixteen ounces, can be sent except at letter postage. Books are likewise subject to letter postage. In respect to newspapers, pamphlets, and magazines, the postage in each country is the same, regardless of the packet, whether American or British, performing the sea service. For pamph-

He proposed that the rate on either side be reduced to one penny, and suggested that there should be no limit in the number of sheets. His position the British office declined, and in lieu thereof, proposed the plan of a book post, to embrace books as well as pamphlets and magazines, at the following combined rates :

For every packet containing a printed book, magazine, review, or pamphlet, when not exceeding half a pound in weight, twelve cents. When exceeding half a pound, but not exceeding one pound, twenty-four cents. When exceeding one pound, but not exceeding two pounds, forty-eight cents. And so on, increasing twenty-four cents for every additional pound or fraction of a pound. They further proposed compulsory pre-payment in full, and that of the total amount of postage paid upon

such packet, one-third should be considered to represent the inland British rate, one-third the sea-rate, and the remaining third the United States inland rate—the sea rate to belong to the country effecting the marine conveyance. For various reasons I could not assent to this plan: First, I do not consider the proposal an equitable division of the inland postage; second, for the greater part of the books likely to be transmitted in the mails, it is fair to presume, would be sent from Great Britain to this country, it is British work.

te, and the rates proposed for them are in some instances much lower than the custom duties thereon; third, the combined rate for pamphlets and periodicals of the weight of two ounces and under, would be raised by the present rate of four cents to twelve cents. Other less important objections might be mentioned, but the correspondence on this subject having, on a call from the Senate at the last session, been furnished and printed (Executive Documents, No. 67), further remarks here

In the report, to be duly presented to Congress, will appear a detailed statement of failures and other irregularities which have occurred in the transportation of the mails during the year, and the kind of decisions which have been imposed upon contractors. The gross delinquencies during the preceding year amounted to \$124,559.68. During the preceding year they amounted to \$110,485.39. These figures show that contractors have been held to a rigorous performance of their contracts; but there are many irregularities in the mails, for which neither the contractors nor any other agents of the Department are blameable. For irregularities of this nature, as well as for real delinquencies, the Depart-

Where there is good ground of complaint, this is expected; but it is apparent that there is a too ready disposition on every occasion of actual or presumed slight derangement in the machinery of the mails, to reflect upon the Department; thereby, to a greater or less extent, impairing its efficiency. The postal establishment is one in which every citizen is most deeply interested, and all should aid in rendering it as perfect as possible. Instead of denunciations in the event of mistakes, censures

I have the honor to be, very respectfully, your
obedient servant,
JAS. CAMPBELL.
TO THE PRESIDENT.

COPARTNERSHIPS.

THE PARTNERSHIP HERETO-
fore existing between M. Cotter and Thos. Rush,
in the name of M. COTTER & CO., is this day dis-
solved. M. Cotter continues the business.

M. COTTER,

127 03* THOS. RUSH.

Copartnership Notice.

HAVE THIS DAY ASSOCIATED
with main business Mr. JAMES W. JONES, and
will continue the same business under the name and
style of MILLER & JONES.

Feeling very thankful for the business heretofore ex-
tended to me, I respectfully solicit a continuance of the

due to the new firm.
October 1, 1886.

GEO. S. MILLER.

—

RO. S. MILLER.....JAMES W. JONES.

MILLER & JONES,
FLOUR DEALERS, GROCERS,
and Commission Merchants, No. 560, south side of
Main, between Second and Third streets, Louisville, Ky.

THE COPARTNERSHIP HERE.

therefore existing under the firm of S. F. DAWES & CO. is this day dissolved by mutual consent. Either party is authorized to use the name of said firm in settling its business.
Jan. 1, 1896.
S. F. DAWES,
ARTHUR PETER.

And, I take pleasure in recommending them to the patronage of my friends and the public as thoroughly acquainted with their business, and in every way worthy of entire confidence.

ARTHUR PETER.

Copartnership Notice.
HAVING ASSOCIATED WITH
M. Lichten, in the business hitherto conducted

myself, under the style of A. Steinhilber, the firm will, from this day forward, be altered to STEINHAUER & HILBER.

The trading community is most respectfully invited to investigate the present stock, and to bestow on the firm the patronage so liberally extended to the former one.

—

STEINHAUER & HILBER, M. LICHTENBERG.

OUR STOCK IS MOST COM-

completely assured by late importations in Watches and all kinds of Jewelry. We can offer superior advantages to buyers, both in regard of cheapness and price of selection.

Our Watches have acquired a reputation throughout the Western country, and we are determined to meet every competition.

We request a call and an investigation of our stock to convince purchasers of the truth of our assertions.

STEINHAUS & LICHTEN.

Notice.
THE UNDERSIGNED HAVE AS-
 sociated with them J. F. WELLER, and will con-
 tinue the Wholesale Grocery, Produce, and Commis-
 sion Business at their old stand, on Sixth street, be-
 tween Main and Market, under the name and style of
H. T. CURD & CO.
 Louisville, January 1, 1856—ja3

Hide, Oil, and Leather Store.
KIRKPATRICK, NO. 21 SOUTH
 Third street, between Market and Chestnut
 streets, Philadelphia, has for sale Spanish Hides, dry
 and green salted Patna Kips, Tanners' Oil, Tanners'
 and Curriers' Tools, at the lowest prices and upon the
 best terms.
 All kinds of Leather in the rough wanted, for which

highest market price will be given in cash, or taken in exchange for hides.
 Leather stored free of charge and sold on commission.
 1912-13

Improved Order of Red Men.
KENTUCKY TRIBE NO. 4,
 O. of R. M., kindly their Council free at their

Wigwam, "Odd Fellows" Hall), on the Sixth
Sleep of each Seven Suns, and the Council fire
all kindled at the Seventh Run during the Beaver,
Plant, Cold, and Snow Moons; and at the Seventh
Run and Thirtieth Breath during the Worm, Plant,
Run, and Traveling Moons; and at the Eighth Run
during the Flower, Hot, Buck, and Sturgeon Moons.

JOHN HUGHES, Sasham.

A. B. HILL, C. of Record.
Louisville, Nov. 28, 1884—no 25 43m

Maddux & Smith,
GENERAL COMMISSION AND
Forwarding Merchants, 27 Third street, between
Main and the River, Louisville, Ky.
REFERENCES.
 Lindenhager & Co., Louisville, Ky.

B. S. Hopkins, Paines, Ky.
Cassidy & Picklin, Paris, Ky.
John Thomas, Lebanon, Ky.
Jones, Bros. & Co., Cincinnati, O.
Kicketts & Dally, Edinburg, Ia.
Combs, Wright & Hayden, Indianapolis, Ia.
Hon. J. L. Robinson, Rushville, Ia.
A. Posay & Co., do, do.
Hibben, Maddux & Carmichael, do, do.
Keith & Chenoweth, Columbus, Ia.

RTATION.

LEAVES MIDDLE
town every morning (Sundays except-
ed) and arrives at Louisville at 9 o'clock.
arrives at 4 o'clock, and arrives at Middle-
town at 6 o'clock P. M.

Loco on Third street, opposite the Main
stable, on Fifth street, near Main.
Louisville the Fair Grounds 10 cents; to
cents; to Middletown 35 cents.
cheapness, speed, and safety are what we val-
ue, and the public may be assured that
it be permanent.

J. R. & W. T. HAWKINS.

will also take charge of and deliver small
the end of and anywhere along the line at
satisfactory terms.

WASHINGTON CITY,
more Philadelphia.

NEW YORK, & C.
Direct through Line for the East.
TIMORE & OHIO
RAILROAD!
GREAT WORK OF IMPROVEMENT (379 miles from Wheeling to
and 463 to Washington) was opened to the
Public on the 1st of Sept. 1872.

Approved, both as a freight and passenger road is located in a romantic country, is instructive, fully equipped with modern appliances and is thus rendered an attractive as well as for travelers. The late completion of the Ohio Road, from Columbus to Cincinnati, adding greatly to the importance of this line, it does the most thorough Railroad in the entire West.

Persons going from Louisville, may proceed east to Cincinnati, and there take the Railroad with this line, or may leave Louisville by the Erie Railroad direct.

The Steamers leave Louisville daily for Cincinnati, they arrive so as to connect with the cars of the Miami Railroad at A. M. (or P. M.) for Cincinnati, connecting there with Central Ohio, Newark and Zanesville to Belleair, on the Ohio, Newwood station, 4 miles below Wheeling. At the connection with the R. and O. Railroad is direct. By express train from Cincinnati to Baltimore is less than 24 hours, and to Boston less than 28 hours.

For full rates and connections as follows: By mail from Cincinnati, via Louisville to Washington


TO be had of F. CARTER, Ticket Agent, at corner of Third and Water streets, Louisville, to send to ask for tickets by the Baltimore and Pennsylvania Railroad.

LOW TICKETS may also be had at the office of Louisville Railroad for the Baltimore and Ohio route, by way of the Jeffersonville, Ohio, and by Little Rock, and Cincinnati routes.

Spring rates: From Louisville to Washington, \$18 75; to New York, \$25 00; to Philadelphia, \$18 50; to New Orleans, \$17 50.

BEELING or Penwood the passenger takes the cars of the B. and O. Railroad, which leave 5 P. M. and leave P. M. for Baltimore, Washington and Philadelphia by direct connection, arriving at Baltimore at 10 A. M.

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SHORTEST ROUTE TO BALTIMORE
Quickest Route to Philadelphia.
Summer Arrangement. 1853.

 Chesville, Wheeling, Baltimore, Wa-
 gton City, Philadelphia, & N. Y.
 ALSO TO
 BOSTON, PETERSBURG, NORFOLK, AND
 WILMINGTON,

COLUMBIA AND WHEELING
FREE DAILY TRAINS LEAVE
 Wednesday at 6 A. M., 10:30 A. M., and 6 P. M.
WESTFILL IN 3 1/2 HOURS;
WHEELING IN 4 HOURS;
TO BALTIMORE IN 2 1/2 HOURS;
TO PHILADELPHIA IN 3 1/2 HOURS;
TO WASHINGTON IN 5 HOURS.
 Connecting at Baltimore with train to Philadelphia. Wheel-
 ing, and Baltimore railroad, to Philadelphia. Con-

BRUNSWICK & AMBOY.—This line runs between New York and New Haven, and is the only route which can make the 2½ hours between Cincinnati and Baltimore; arriving 5½ hours in advance of any other route. It is the Quickest Route from Cincinnati to Philadelphia, arriving in advance of any other route. It is the only route which can make the 2 hours in Cincinnati and New York, which no other route can. It is the only route which can make the 2 hours between Cincinnati and Washington City; 2 hours in advance of any other route.

NEW CINCINNATI & LITTLE MIAMI RAILROAD.—This line runs between Cincinnati and Little Miami Railroad, Cincinnati at 8 o'clock A. M. Leaves Cincinnati at 10 o'clock, noon. Leaves Zanesville at 12:30, and arrives at Wheeling at 4 P. M.

arriving at Baltimore at 5:30 o'clock
 Arriving at Washington City at 11 o'clock a.m.
 Leaving with Train at Baltimore for Philadelphia
 New York, direct.
 Leaving at Washington for Fredericksburg, Pe-
 ters, Richmond, &c.
 Leaving at 8:30 p.m. Little Miami railroad, leaves Cin-
 cinnati at 10:30 o'clock a.m., arrives at Zanesville at 5
 p.m. Leaves Zanesville at 5 p.m., and arrives at
 Cincinnati at 10 p.m.
 Leaving at Wheeling with Train Baltimore and
 Ohio Railroad, for Baltimore and Washington.
 Leaving at Baltimore with Train for Philadelphia
 New York, direct.
 Leaving at Washington for Fredericksburg, Pe-
 ters, Richmond, &c.

Cincinnati at 5 o'clock P. M. Arrives at Xenopolis at 2 o'clock A. M., leaves Xenopolis at 2:12 A. M., arrives at Wheeling at 9:30 A. M. Leaves Xenopolis at Wheeling with Morning Train Baltimore and Ohio Railroad, for Cumberland, where passenger and resume by Morning Train for the East meeting with Train at Baltimore, for Philadelphia New York direct.

Meeting at Washington for Fredericksburg, Pennsylvania, Richmond, &c.

Trains checked from Cincinnati to Wheeling, and thence to Washington City, &c.

Trains checked from Cincinnati to Baltimore, and thence to Philadelphia &c.

Prohibit tickets for Washington City can only be purchased.

only routes by which passengers can go through to detention at Charleston, Savannah, Macon, etc., August 15, 1935, and all points east.

FOR THROUGH TICKETS.

For information at Cincinnati, please apply at the Miami Offices, P. W. Strader, General Agent, Burnet House, first door west of Vine; No. 177 House, Front corner; at southeast corner Broadway and City opposite Spencer House, and Little Miami Depot.

Superintendent Central Ohio Railroad.
S. B. BROWN,
Agent C. O. R. R., Cincinnati. Jy 14 dt

ALBANY & SALEM RAILROAD.

CHANGE OF STARTING TIME.

AND AFTER MONDAY, OCT.

Trains will leave New Albany as follows:
Fast Train leaves at 3:30 A. M., running directly
to Chicago, without change of cars or baggage.
Accommodation Train (freight and passengers) leaves

12:40—Through Express from Chicago, leave
an City at 12:40 A. M.
accommodation, South, leaves Bloomington at 5:
The 12 o'clock M. Express Train will for the pre
discontinued [see] JAS. BROOKS, Pres't.

TO PITTSBURG IN 14 HOURS.
TO PHILADELPHIA IN 30½ HOURS.
TO BALTIMORE IN 30½ HOURS.

LITTLE MIAMI

RAILROAD.
Via Columbus.
THE LITTLE MIAMI, VIA CO-
lumbus, being the shortest route, insures a uni-
form safe speed. Connections are certain, and
passengers have full time for meals. By any other
route from Cincinnati, a dangerous speed is required,
compelled to overcome distance, which make con-
siders use ruin.

trains of the eastern roads are arranged to run at convenient intervals. Passengers from Cincinnati, by the Bellefontaine and Dayton, depend on trains from Indianapolis and Dayton (ago East, and ride over the roughest roads to get to Crestline.

THREE DAILY TRAINS.

At 6 A. M., 10 A. M., and 6 P. M.

Train—Lightning Express, Little Miami Railroad, leaves Cincinnati at 6 o'clock A. M., for Columbus, Crestline, and Dayton, Lancaster, and Philadelphia, and Baltimore. This is the only Leaking Train leaving Cincinnati with reliable connections East.

Express, Little Miami Railroad, leaves

at Cincinnati two hours later than any route, and makes the following connections:

Train—Night Express, Little Miami Railroad, Cincinnati at 6 o'clock P. M. for all the above.

This Train leaves Cincinnati at 6 o'clock P. M. for all the above.

For other routes, and makes same connections.

Little Miami is the only eastern depot at Cincinnati other depots at Cincinnati are western.

FOR THROUGH TICKETS

Information, please apply at the Little Miami Station and Lexington Offices, No. 3 Burnet second floor, or at the Cincinnati Office, 177 Gibson and Old Office, southwest corner Broadway and opposite the Spencer House.

EXPRESS NOTICE.

Change of Time.

PAMS EXPRESS COMPANY,
Office 548 Main street, Louisville.
After Tuesday April 15, our Messenger and
freight will leave Louisville for Frankfort and
on in the afternoon train. Returning, leave
on in the morning, at 6 o'clock.
Not received at same time.

Our wagon will call for freight, if orders are left.
B. A. JOHNS, Agent
Adams Express Co.